

# BookletChart<sup>TM</sup>

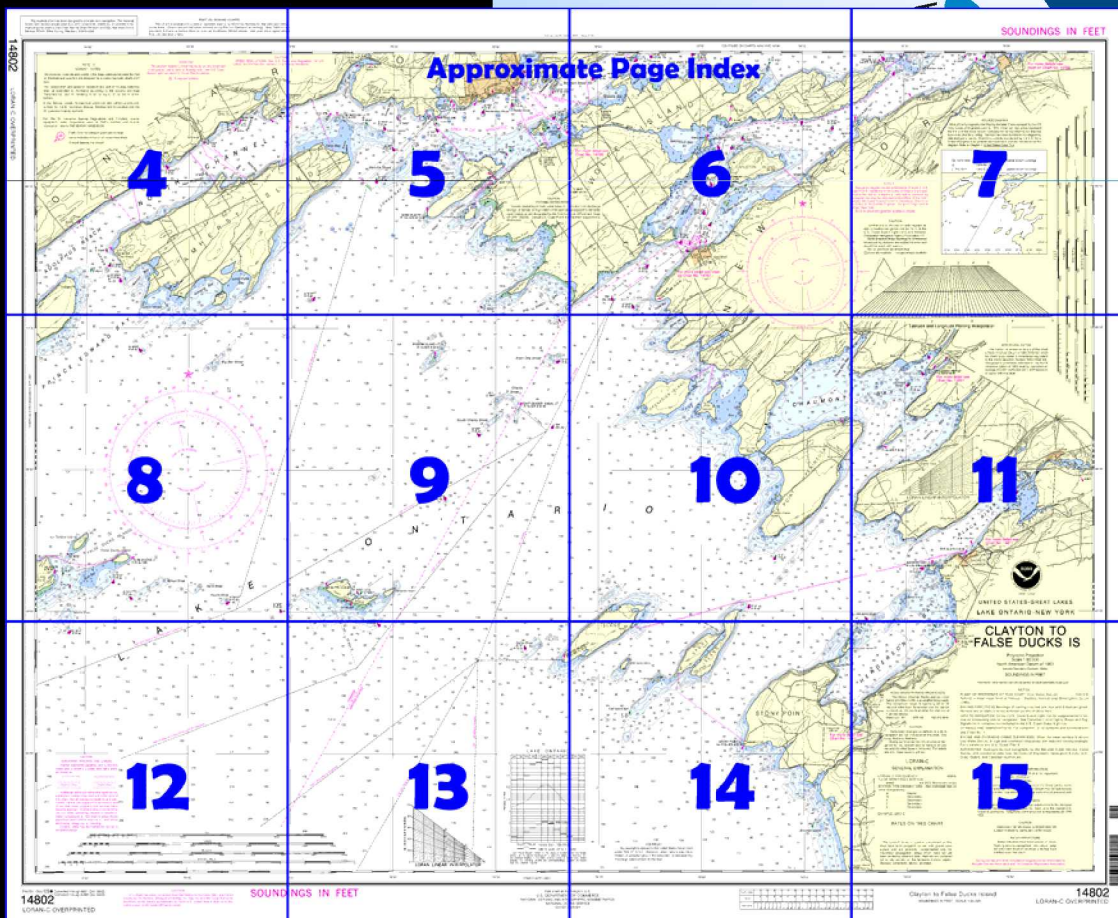
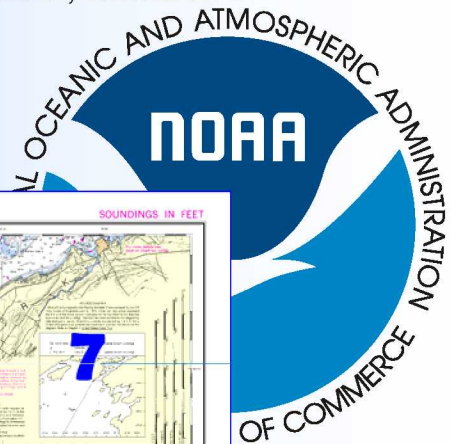
## Clayton to False Ducks Island

(NOAA Chart 14802)



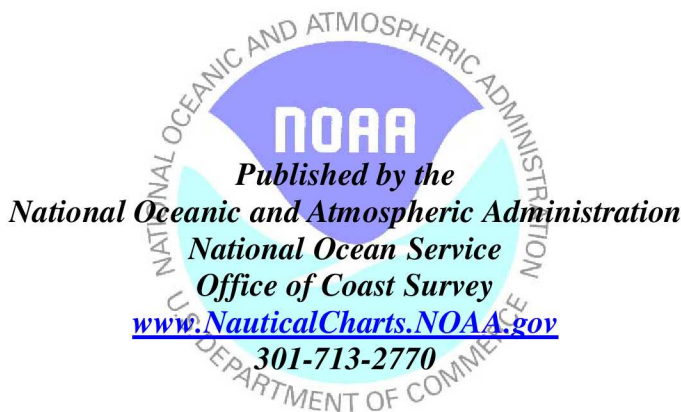
A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### **[Coast Pilot 6, Chapter 4 and 5 excerpts]**

(181) **Kingston Harbour**, is on the N side of the head of the St. Lawrence River at the mouth of **Cataragui River**.

Rideau Waterway

(212) About 3 statute miles above Bartlett Point, the International boundary passes between the W end of Grindstone Island and the E end of Wolfe Island and thence follows close to the S shore of **Wolfe Island** into Lake Ontario.

(218) From Bartlett Point, the vessel course continues SW for about 6 statute miles, passing SE of the lower end of Wolfe Island and NW of the light that marks **Linda Island**. A shoal with a least depth of 11 feet is marked at the N end by a lighted buoy 0.9 statute mile W of Linda Island. Near this shoal the course turns W, parallel to the Wolfe Island shore, and is marked at the W end by a directional light on **Bayfield Island** with a

**262.25°–263.75°** white sector.

(219) A marina on the E side of **Millen Bay**, 2.8 statute miles SW of Linda Island, provides transient berths, gasoline, water, electricity, some marine supplies, a launching ramp, and minor repairs. In 1977, the reported controlling depths were 5 feet in the approach and 2 to 10 feet at the berths.

(220) The vessel course turns S between **Carleton Island** on the E and **Carpenter Point** on the W and is marked at the lower end by a **013°20'** lighted range on **Irvine Point**. **Hinckley Flats Shoal**, on the W side of this reach, is marked on the E side by two lighted buoys. **Feather Bed Shoal**, on the E side of the channel, is marked by a lighted buoy.

(221) **Cape Vincent, N.Y.**, is a village and small-craft harbor on the S side of the St. Lawrence River about 3 statute miles below Lake Ontario.

(228) Automobile and passenger ferries operate seasonally from Cape Vincent to Point Alexandria on Wolfe Island.

(232) Above Cape Vincent, the vessel course extends SW for about 4 statute miles to the waters of Lake Ontario. **Tibbetts Point Light** (44°06.0'N., 76°22.2'W.), 69 feet above the water, is shown from a white conical tower on the New York shore at the head of the St. Lawrence River. **Tibbetts Point Traffic Lighted Buoy** is about 1.8 statute miles W of the light.

(48) **Tibbetts Point**, 3 miles SW of Cape Vincent, N.Y., is on the S side of the main ship channel leading from the St. Lawrence River to Lake Ontario. **Tibbetts Point Light** (44°06.0'N., 76°22.2'W.), 69 feet above the water, is shown from a white conical tower on the point; a radiobeacon is at the light. Reefs extend off about 1,000 feet around the point, and a rock ledge, with a least depth of 18 feet near its outer end, extends about 1 mile SW from the point. A lighted buoy marks the SW end of the ledge.

(50) **Mud Bay**, a narrow, shallow inlet about 1.4 miles long, is E of Dablon Point with **Baird Point** on its S side.

(51) **Grenadier Island**, 2.3 miles long and 1.4 miles in maximum width, is 0.8 mile SW of Baird Point. **Fox Island**, E of Grenadier Island, is irregularly shaped, about 0.8 mile across at its S end and quite narrow at its N end. Between Fox Island and Grenadier Island is a shallow passage about 0.6 mile wide, with depths of 6 to 8 feet. An expanse of shallow water with mud bottom separates both islands from the shore. The shallow water extends off the SW side of the islands as much as 1.2 miles and extends SE to Point Peninsula.

(52) **Allan Otty Shoal**, about 4.7 miles SW of Tibbetts Point Light, is a narrow ridge about 0.5 mile long E and W, with rocks covered 10 feet along the N edge. A lighted buoy marks the SE side of the shoal.

(53) **Charity Shoal**, **East Charity Shoal**, and **South Charity Shoal**, 5 to 6 miles W of Grenadier Island, form a group of outlying rock obstructions in the approach to the S channel of the St. Lawrence River.

(54) **Charity Shoal**, the northernmost, is a narrow rocky ledge about 0.7 mile long and 0.25 mile wide, with a least depth of 1 foot near the W edge. A buoy marks the W side of the shoal.

(57) **Point Peninsula** (44°00'N., 76°15'W.), an almost detached body of land about 6 miles long and 3 miles wide, is joined to the mainland on its NW side by a narrow neck. Shoaling extends as much as 1.2 miles off the W side and around the S end. A lighted buoy 1 mile S of the SW end of the peninsula marks the S side of the shoaling.

(70) A seasonal **Coast Guard station** is on the S side of the basin.

(72) Several marinas at Sackets Harbor provide gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, mobile lifts to 8 tons, and hull and minor engine repairs. In 1977, depths of 3 to 15 feet were reported alongside the facilities.

(79) **Stony Point** (43°52.8'N., 76°15.6'W.) is a bold headland extending W from Henderson Bay with deep water close-to. **Stony Point Light** (43°50.3'N., 76°17.9'W.), 40 feet above the water, is shown from a white skeleton tower on the W end of the point.

(81) **Little Galloo Island**, about halfway between the SW ends of Stony and Galloo Islands, is on a bank 1 mile long and 0.5 mile wide, with broad and deep channels to either side. A detached 24-foot spot is in the channel SW of the island.

# Table of Selected Chart Notes

## Pump-out facilities

Corrected through NM Oct. 08/05  
Corrected through LNM Oct. 04/05

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Watertown, NY WXN-68 162.475 MHz

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.061" northward and 1.326" eastward to agree with this chart.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

## COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

## CAUTION

SPEED REGULATIONS. See U.S. Rules and Regulation for U.S. waters. 33 CFR Part 401, carried, in the Seaway Handbook.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

## SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## CAUTION

### POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

## NOTE C SEAWAY NOTES

The improved channels and canals in the deep waterway between the Port of Montreal and Lake Erie are designed for a controlling water depth of 27 feet.

The loaded draft and speed of vessels in any part of the deep waterway shall be controlled by the Master according to the vessel's individual characteristics, and its tendency to list or squat, so as not to strike bottom.

In the Seaway canals the maximum permitted draft will be currently prescribed by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority.

For the St. Lawrence Seaway Regulations and Circulars, special equipment, radio frequencies used in Traffic Control and related information, refer to THE SEAWAY HANDBOOK.



Traffic Control calling-in point with number; arrow indicates direction of vessel movement. Consult Seaway Handbook.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**AUTHORITIES.** Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

**AIDS TO NAVIGATION** Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Bouys and Fog Signals for information not included in the U.S. Coast Guard Light List.

**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1.

**BRIDGE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

## NOTES

**PLANE OF REFERENCE OF THIS CHART** (Low Water Datum) ..... 243.3 ft. Referrd to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.


NOTE C  
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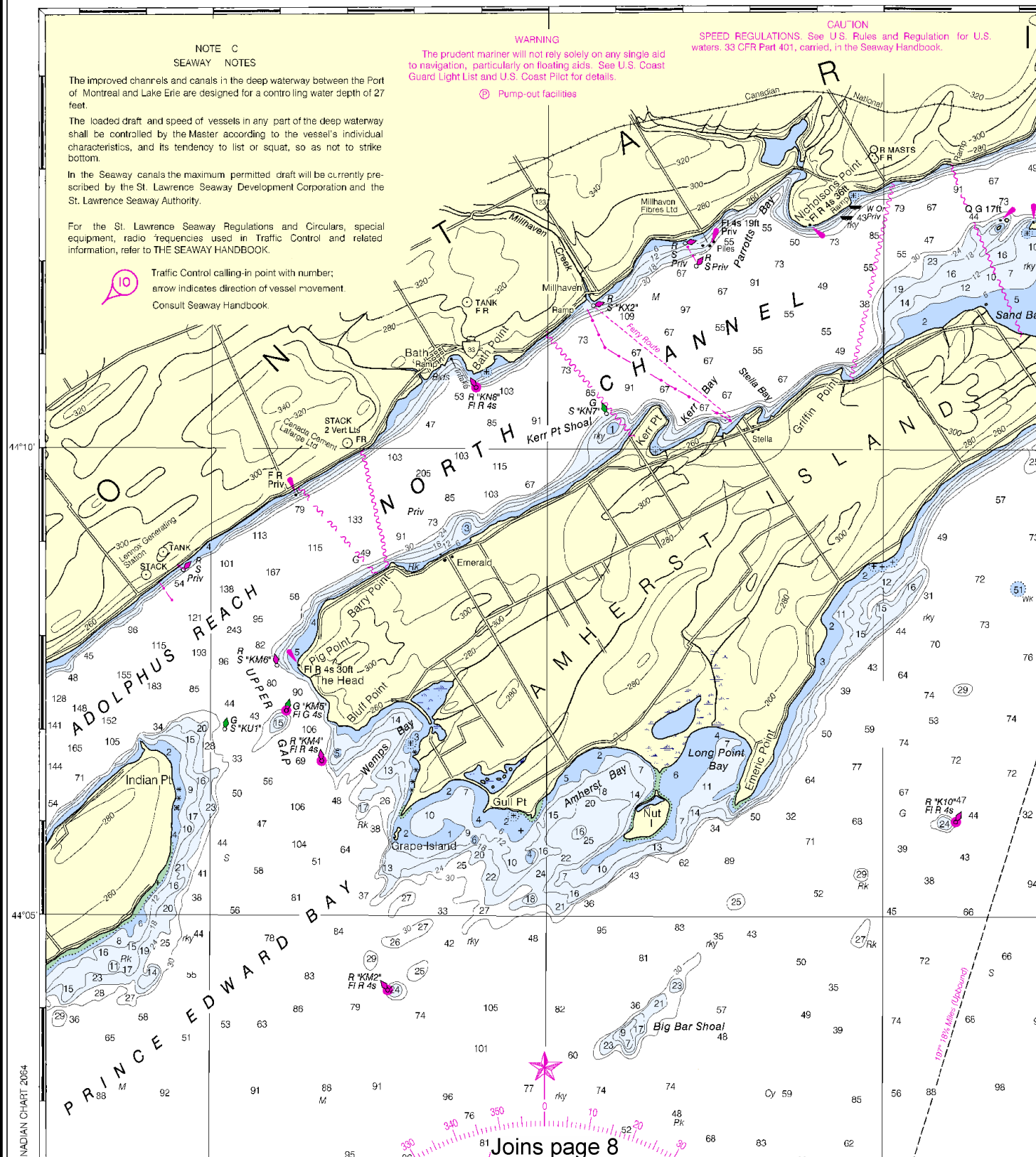
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The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

 Pump-out facilities

**CAUTION**  
SPEED REGULATIONS. See U.S. Rules and Regulation for U.S. waters. 33 CFR Part 401, carried, in the Seaway Handbook.

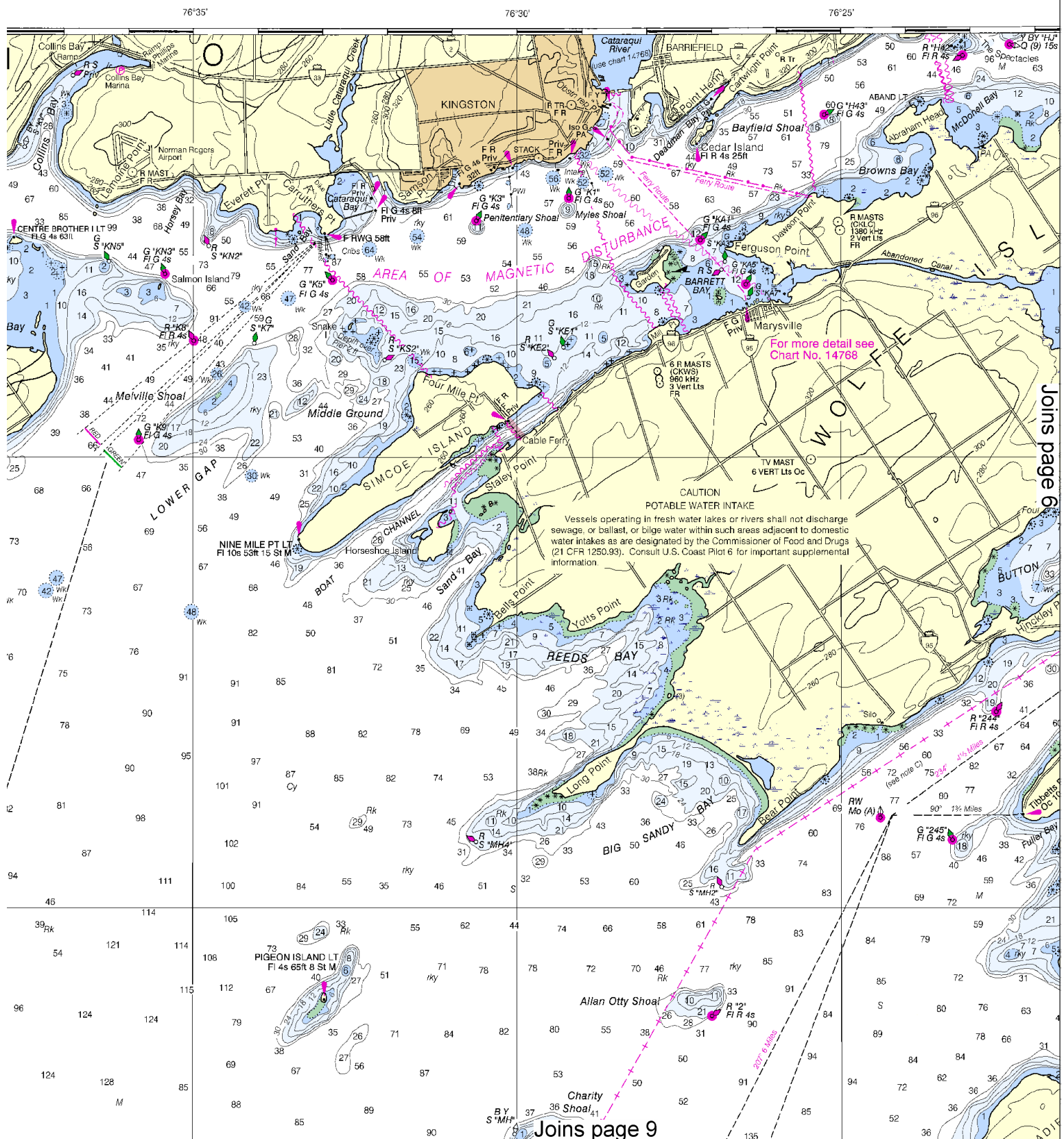


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



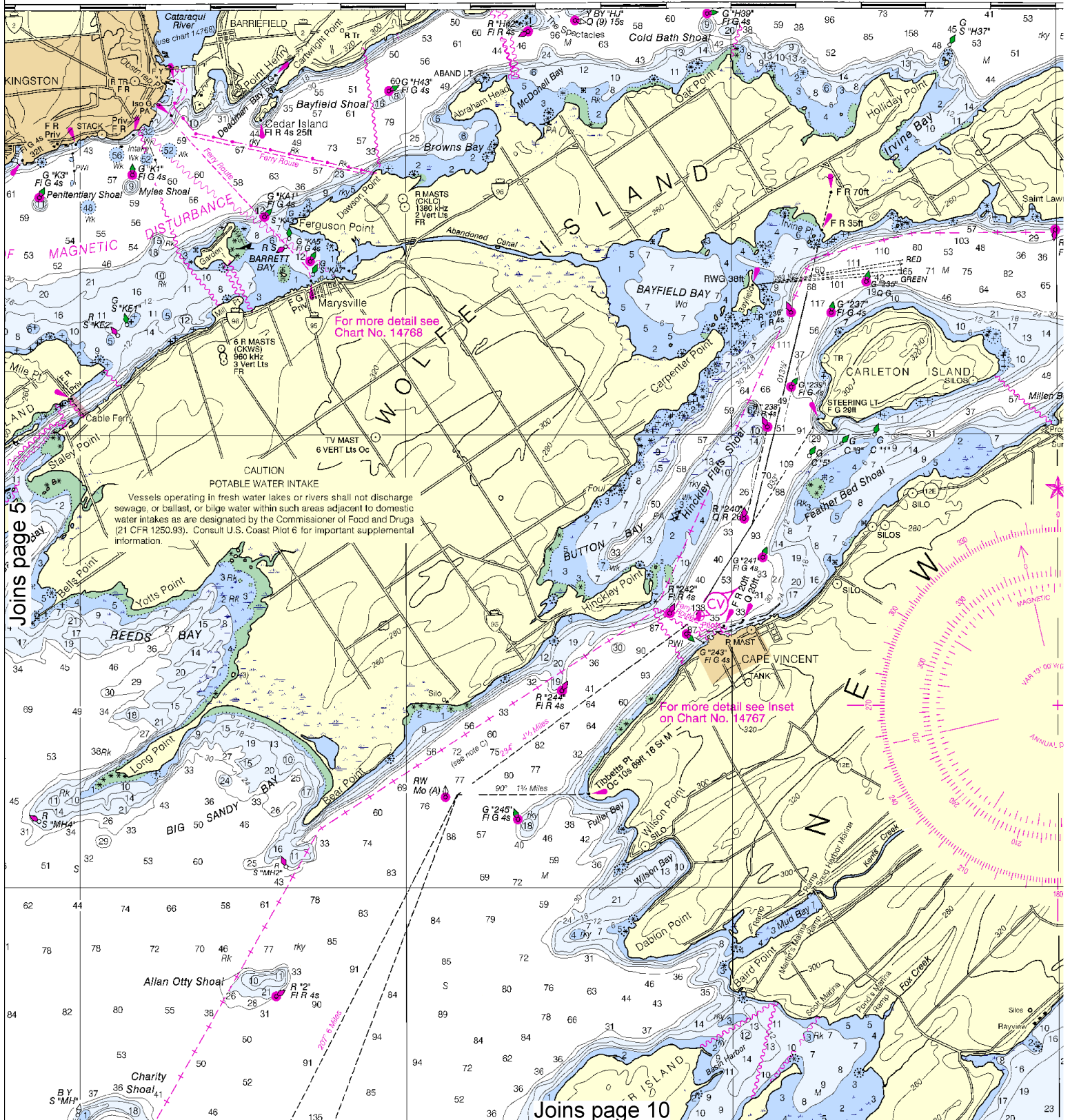
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76°25'

76°20'

CONTINUED ON CHARTS 14767 AND 14768

76°15'

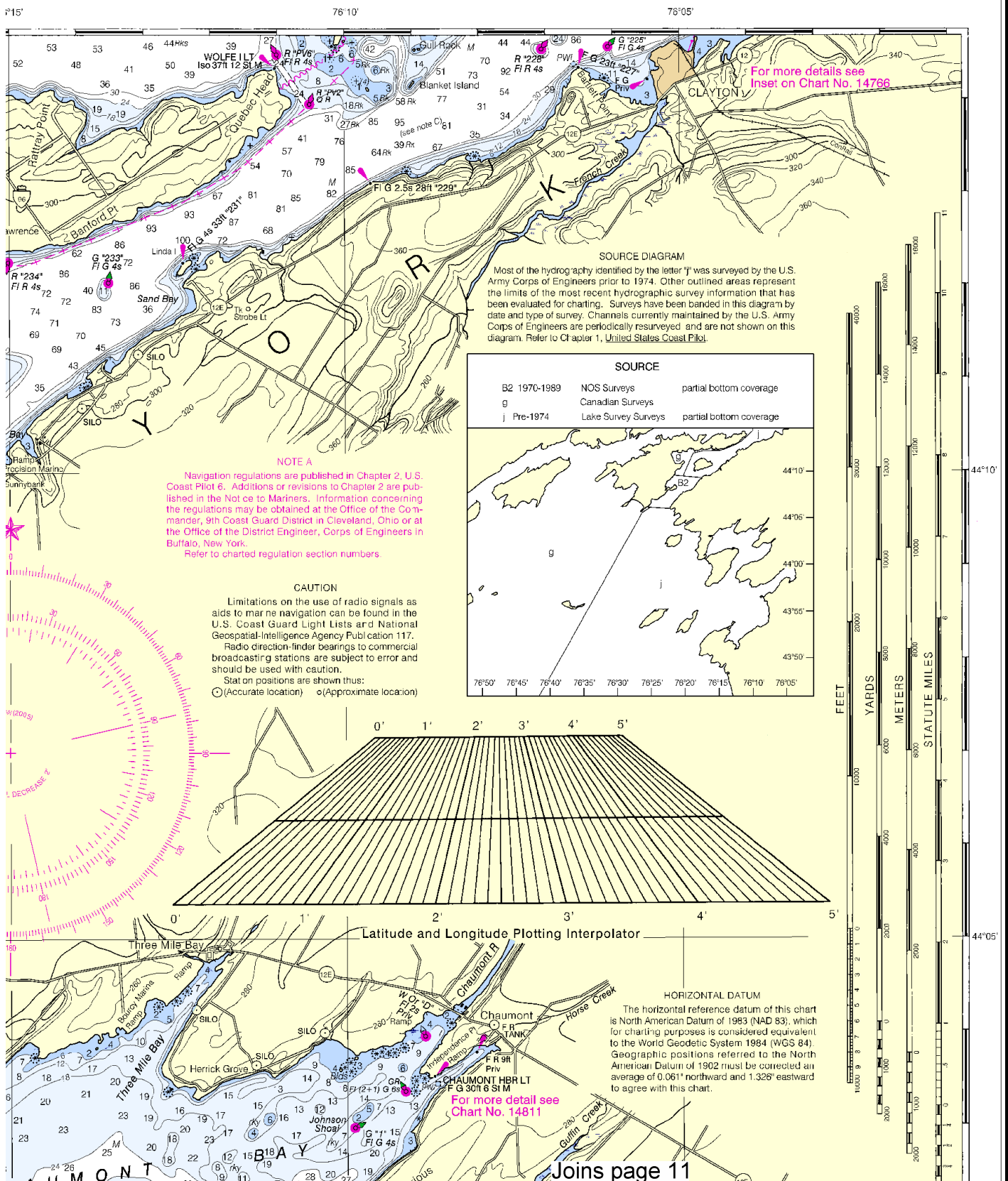


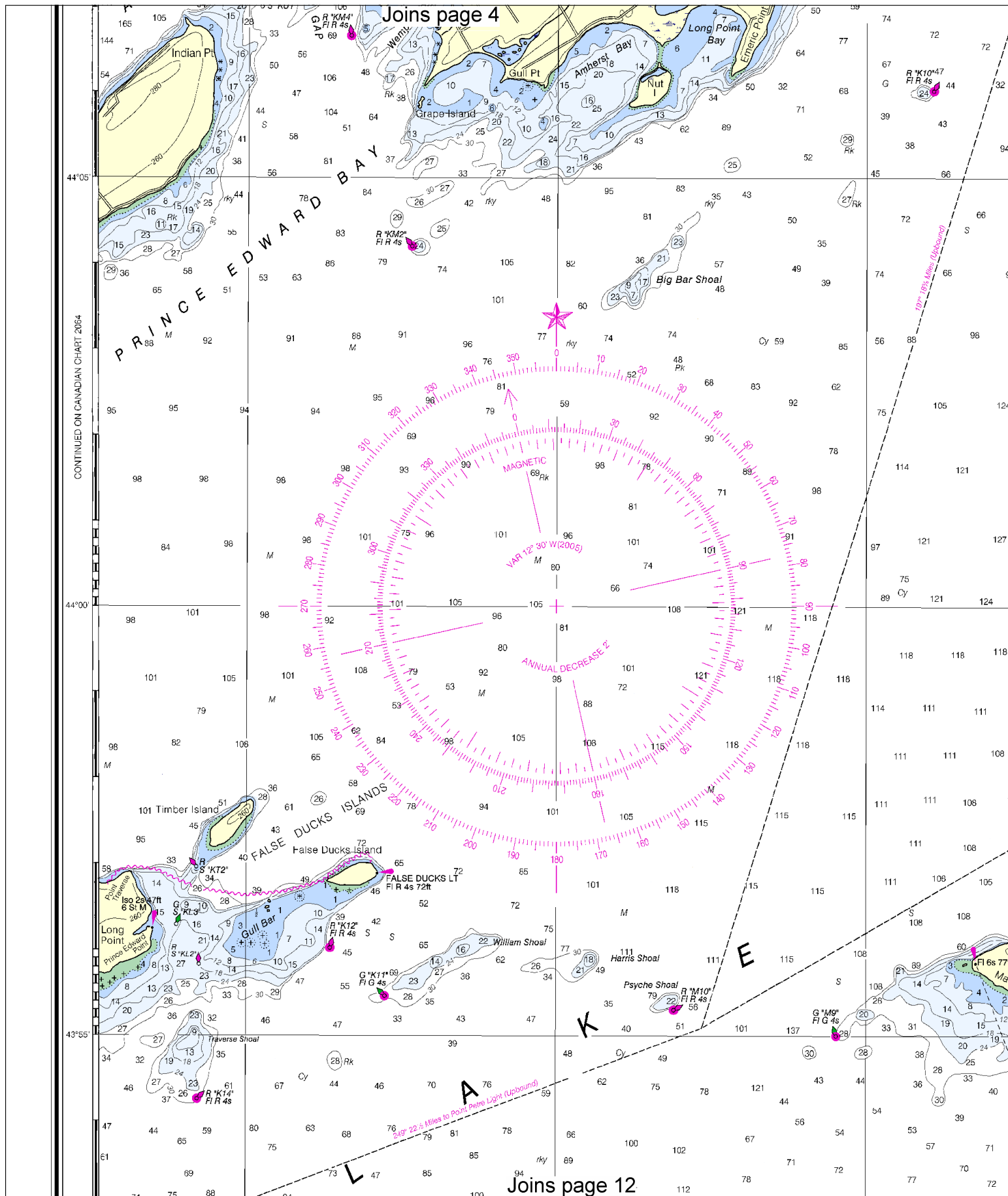
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SCALE 1:80,000

See Note on page 5.

# SOUNDINGS IN FEET





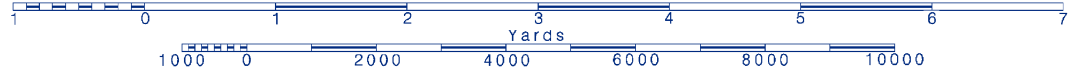
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SCALE 1:80,000

See Note on page 5.

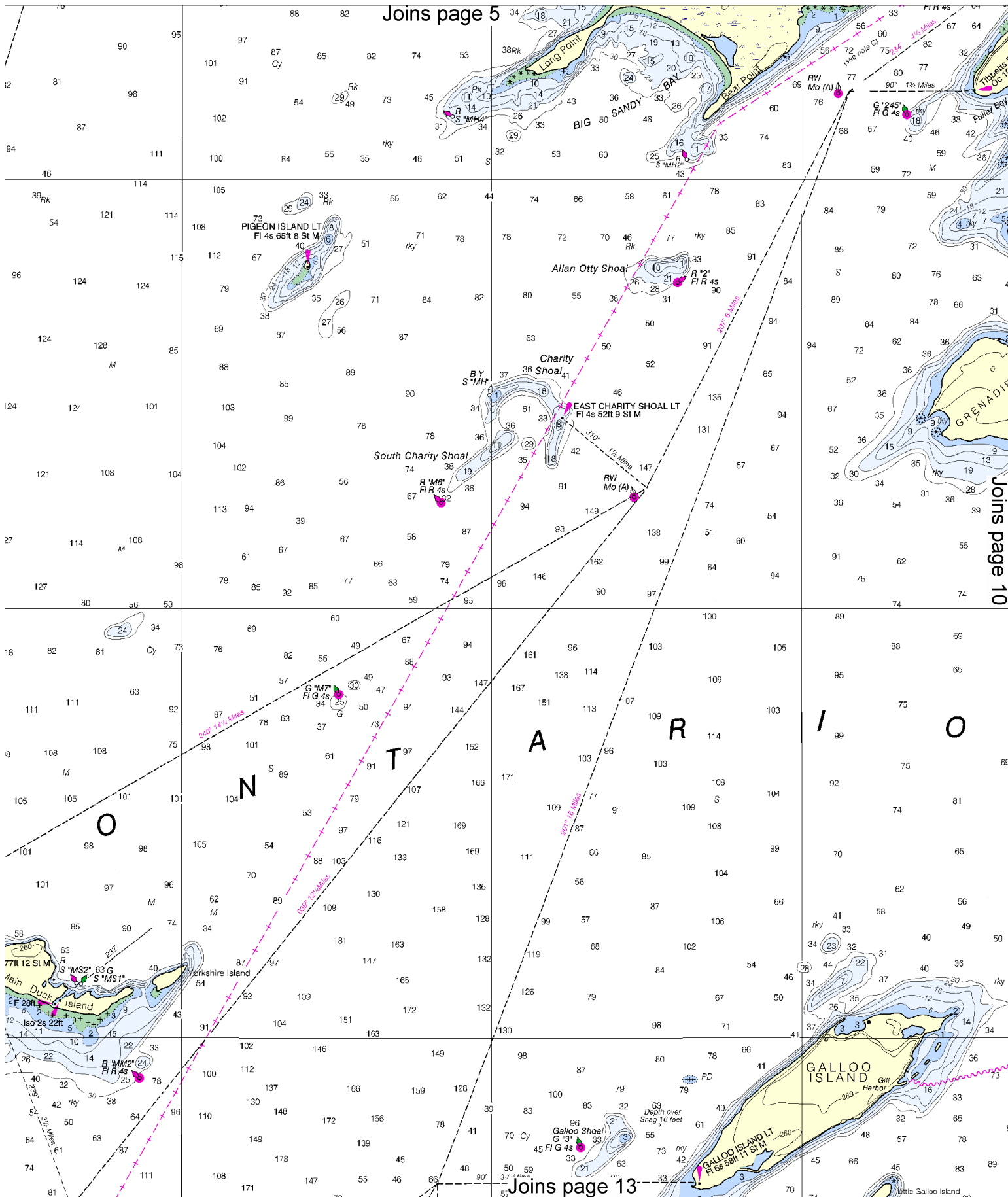




Joins page 5

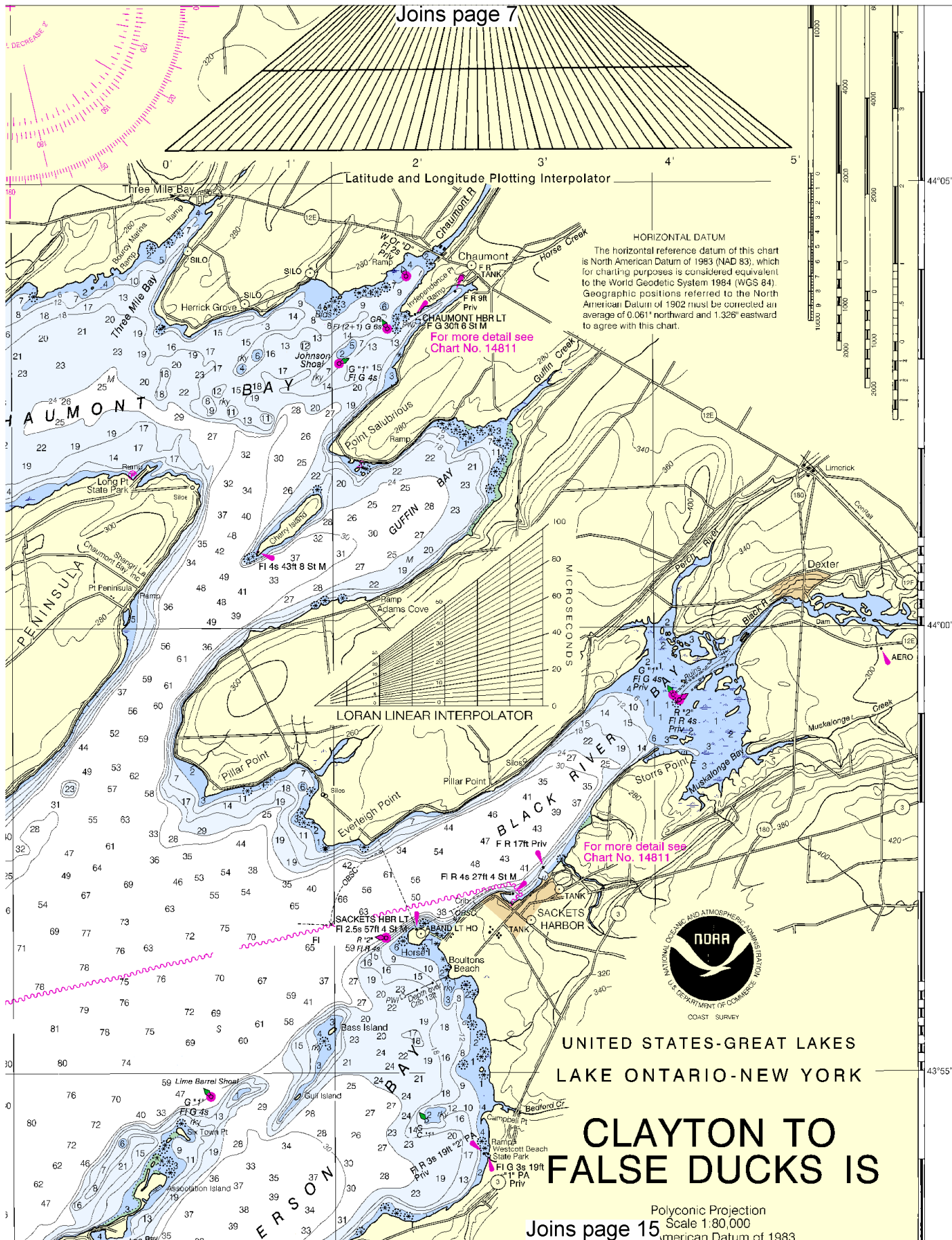
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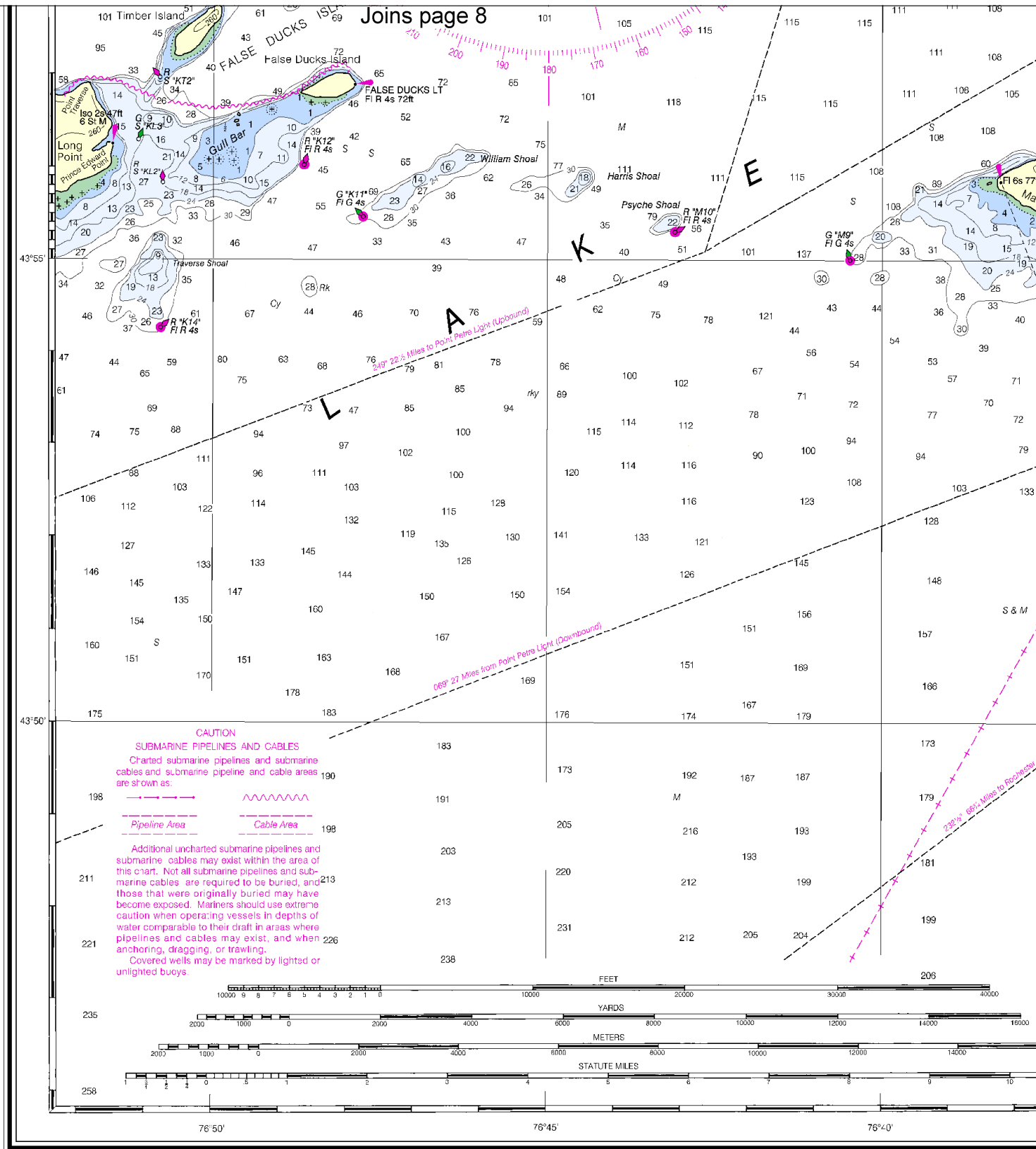
Joins page 13











31st Ed., Oct./05 ■ Corrected through NM Oct. 08/05  
 Corrected through LNM Oct. 04/05

14802

LORAN-C OVERPRINTED

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**SOUNDINGS IN F**

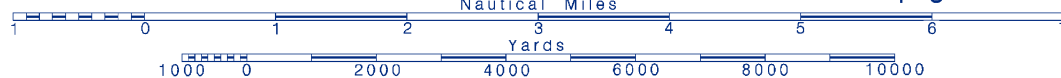
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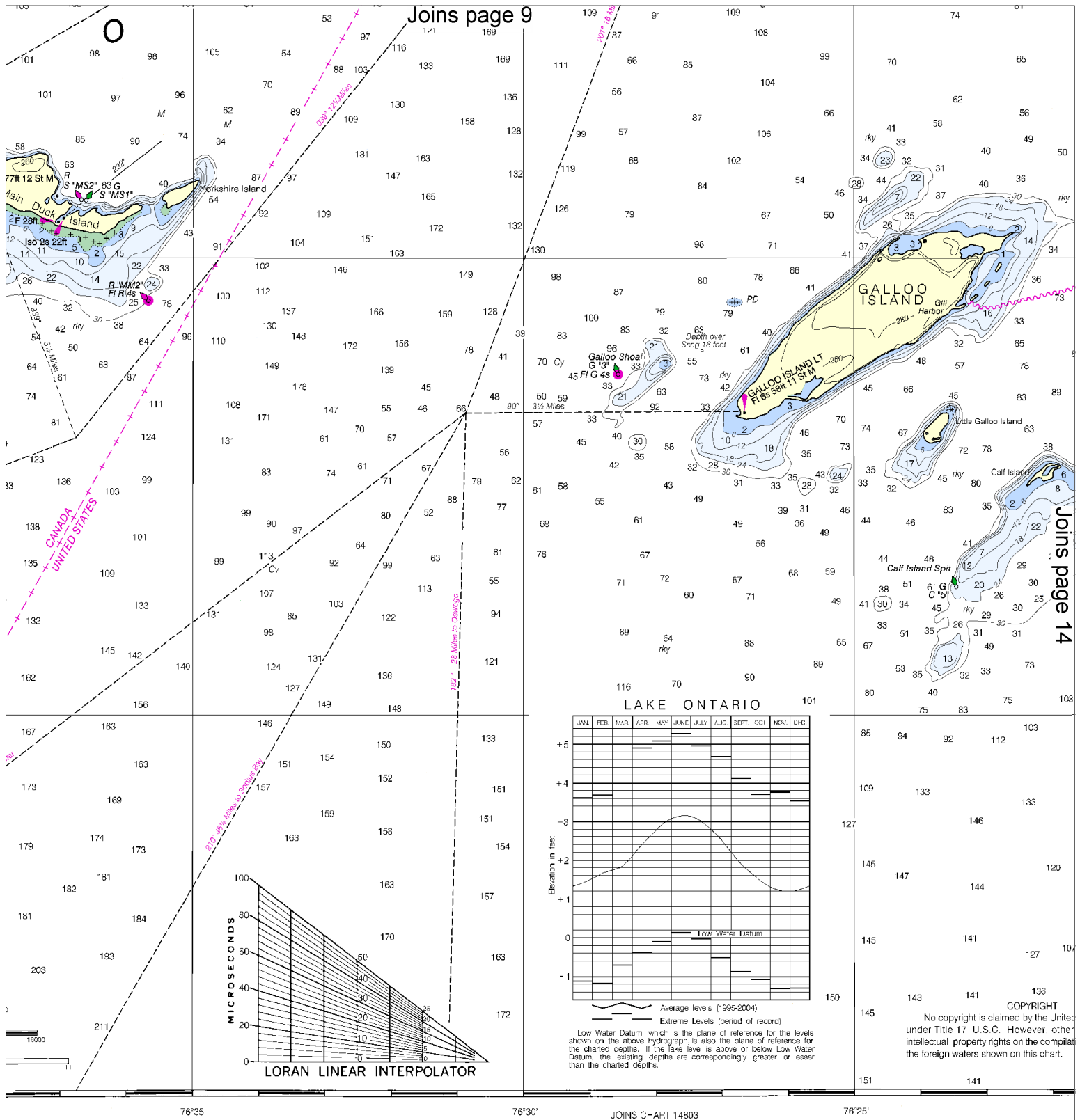
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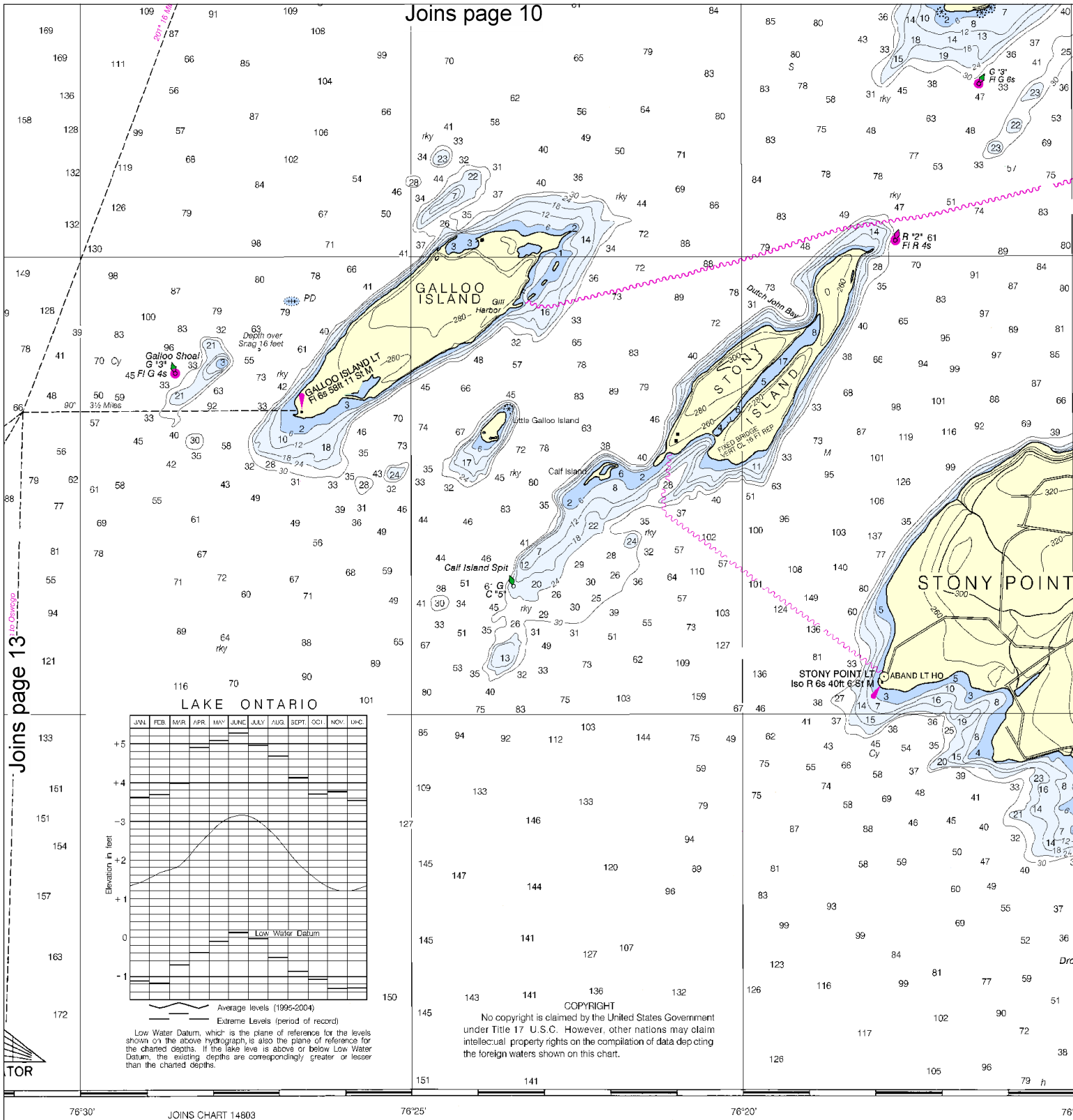
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See Note on page 5.



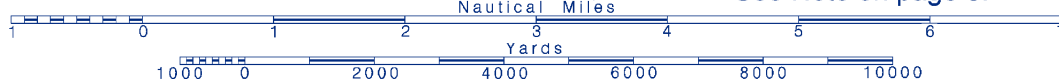




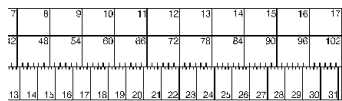
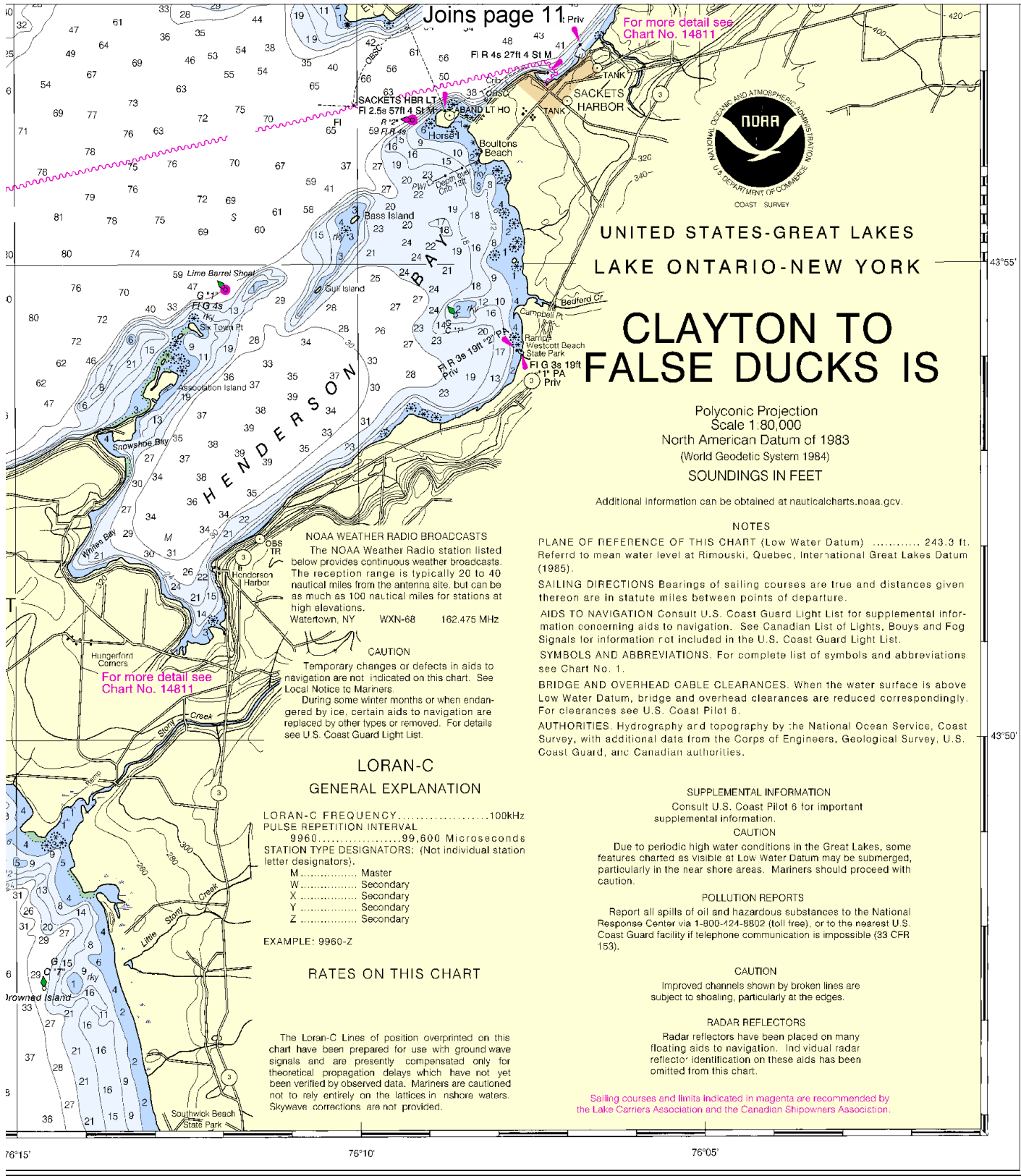


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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7







Clayton to False Ducks Island  
SOUNDINGS IN FEET - SCALE 1:80,000

14802  
LORAN-C OVERPRINTED

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 216-902-6117

**Coast Guard Search & Rescue** – 716-843-9527

**Canadian Coast Guard (RCC Trenton)** – 1-800-267-7270 or 613-965-3870

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).